dwellers have encroached upon the Railway land in Behrampada area at Bandra. Orders for eviction of 1,085 encroachers were passed by the Estate Officer and the same were upheld by the Bombay High Court in August 1992. However, on appeal by the encroachers, the matter is currently sub judice in the Supreme Court

Smuggling of goods through hawkers in Guwahafi-Delhi railway route

547. SHRI AJIT P. K. JOGI: Will the Minister of RAILWAYS be pleased to state;

(a) whether Government are aware of the smuggling of goods through hawkers on Guwahati-Delhi Railway route;

(b) if so, the details thereof; and

(c) the steps proposed to be taken to stop vending and hawking of smuggled goods in various Mail | Ex press trains on this route?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) The information is feeing collected and will be laid on the table of the Sabha.

Modernisation of Railway station in Gujarat

548. SHRIMATI ANANDIBEN JETHABHAI PATEL; Will the Minister of RAIWAYS be pleased to Btate:

(a) whether it is a fact that Government have selected some of the railway stations in Gujarat to deve lop them as "Model Railway Stations";

(b) if so, what are the names of such railway stations;

(c) what amount has been sanctioned to develop the said stations; and

(d) what is the number of railway stations out of them where development work has commenced and by when the same is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d) In 1986, three Railway Stations viz. Ahmedabad, Rajkot and Junagadh, in the state of Gujarat, were selected to be developed as 'Model Stations' and works in this regard were completed at a cost ol Rs. 41.23 lakh. The Model Station scheme has since been discontinued.

Enquiry into the derailment of Udyan Express

549. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether an inquiry into the derailment of Udyan Express at Yela. hanka on the 31st December, 1994 killing 8 persons had been conducted; if so, by which authority;

(b) whether it is a fact that the legal experts; had questioned the constitutional authority of the Commissioner for Railway Safety to conduct such a probe under the provisions ol the Indian Railway Act, 1989; and

(c) if so, what are the details thereof and what are the findings of the probe into this derailment?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) The Commissioner of Railway safety, Southern Circle, Bangalore hag conducted the statutory inquiry into the derailment of 6529 Dn. Udyan Express between Yelahanka and Chennasandra stations on the Dhar-mavaram-Bangalore City section of Bangalore Division of Southern Railway which occurred on 31st December, 1994 in which 8 persons were killed.

(b) A press report appeared in a section of the press on 10-1-95 carrying the views of a city lawyer of

Bangalore regarding conduct of Inquiry by the Commissioner of Rail-way Safety. The correct position, that the Commissioner of Railway Safety functions under the Ministry of Civil Aviation and Tourism, has been clarified for the benefit of public and published subsequently in the same newspaper.

(c) The Report of the Commissioner of Railway Safety, Southern Circle, who has conducted an inquiry into this accident, is still awaited.

Lack of wagon orders to BEML

550. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that des pite assurances by his Ministry on placing orders with the Rail Coach Division of Bharat Earth Movers Ltd. (BEML), Bangalore, the Railways have failed to do so with the result that the Division has been badly hit in 1994-95 due to lack of orders;

(b) if so, the reasons for not plac ing a single order for rail coaches, as it has posed a serious threat to the Bangalore unit and is causing serious discontent among the work-force; and

(e) what effective measures Government propose to take to come to the rescue of the BEML and save its employees from the impending retre. nchment?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARDBF): (a) and (b) Railways have placed orders for fabrication of DCEMUS coaches. The ordinary passenger coach requirement of Railways depends upon passenger traffic and is need based. Railways place orders on other units to the extent these cannot be manufactured in-house in Railways' own production units.

(c) Railways are likely to place orders for about 200 coaches on BEML during 1995-96. BEML have also been advised to diversify and look for alternative loads from elsewhere including exports.

Introduction if EMU trains

551. SHRI B, K, HARIPRASAD!: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been complaints regarding deterioration ol suburban rail services around Delhi and the increasing hardships faced by commuters from peripheral towns like Ghaziabad, Sahibabad, etc* due to overcrowding and inhuman travel conditions in EMU trains;

(b) whether it was an ill-advised step on the part of the railways to have introduced EMU trains on Ali-garh-Delhi route, when the travellers prefer conventional trains with more than 16 coaches to the EMU with only 9 coaches;

(c) whether there have also been complaints of substantial volume of commercial goods being carried In EMU trains from Sadar Bazar|New Delhi stations, in connivance with railway staff] Protection Force, to the discomfiture of travelling public, especially women and children; and

(d) whether there are any pro posals of ease the load in Ghaziahad-New Delhi segment by introducing more trains during peak hours?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) Some complaints have been received in this regard.

(b) No, Sir. EMU services were introduced on persistent public demands. Further, the load of 2 EMU trains going upto Aligarh has been augmented from 9 to 12 coaches and that of other EMUs from 9 to 10.

(c) No such complaints have been received.